

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

Claim 1 (Currently Amended) A belt retractor for a vehicle safety belt, comprising a belt spool (12) rotatably mounted in a frame (10), a coupling disc (32) rotatably mounted relative to said belt spool, which with a rotation relative to said belt spool can bring about a locking of a rotation of said belt spool in unwinding direction of said safety belt, characterized in that said belt spool has a first friction element (22) and said coupling disc has a second friction element (66), said first and second friction elements being positioned such that they are able to connect said belt spool and said coupling disc with each other with a friction fit after a vehicle-sensitive locking of said belt spool (12) so that the belt spool (12) can entrain said coupling disc (32) to terminate the locking of said belt spool (12).

Claim 2 (Currently Amended) A belt retractor for a vehicle safety belt, comprising a belt spool (12) rotatably mounted in a frame (10), a coupling disc (32) rotatably mounted relative to said belt spool, which with a rotation relative to said belt spool can bring about a locking of a rotation of said belt spool in unwinding direction of said safety belt, characterized in that said belt spool has a first friction element (22) and said coupling disc has a second friction

element (66), said first and second friction elements being positioned such that they are able to connect said belt spool and said coupling disc with each other with a friction fit,
~~The belt retractor according to claim 1,~~ characterized in that said first friction element (22) is a pin element.

Claim 3 (Original) The belt retractor according to claim 1, characterized in that said second friction element (66) is connected elastically with said coupling disc (32).

Claim 4 (Withdrawn) The belt retractor according to claim 1, characterized in that said second friction element (66) has an extension (76).

Claim 5 (Original) The belt retractor according to claim 1, characterized in that said coupling disc (32) is received by a housing element (54) which is firmly connected with said frame (10).

Claim 6 (Withdrawn) The belt retractor according to claim 5, characterized in that said housing element (54) has arresting teeth and said extension (76) can come into engagement with said arresting teeth, said belt spool (12) and said coupling disc (32) being able to move from a position in which they are connected with each other with a friction fit into a position in which they are rotatable relative to each other.

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Claim 7 (Withdrawn) The belt retractor according to claim 6, characterized in that said arresting teeth comprise tooth elements (74) which lie equidistant on a circular line.

Claim 8 (New) The belt retractor according to claim 1, wherein termination of the locking of said belt spool (12) is initiated by a rotation of said belt spool (12) in winding direction of said safety belt.

Claim 9 (New) A belt retractor for a vehicle safety belt, comprising a belt spool (12) rotatably mounted in a frame (10), a coupling disc (32) rotatably mounted relative to said belt spool, which with a rotation relative to said belt spool can bring about a locking of a rotation of said belt spool in unwinding direction of said safety belt, characterized in that said belt spool has a first friction element (22) and said coupling disc has a second friction element (66), said first and second friction elements being positioned such that they are able to connect said belt spool and said coupling disc with each other with a friction fit after a vehicle-sensitive locking of said belt spool (12) causing the belt spool to entrain said coupling disc and rotate the coupling disc in a direction to release said first and second friction elements and wherein locking occurs due to rotation of the belt spool relative to the coupling disc which causes a coupling disc portion to actuate a locking catch and movement of the locking catch causes rotation of said coupling disc and disengagement of said first and second friction elements.